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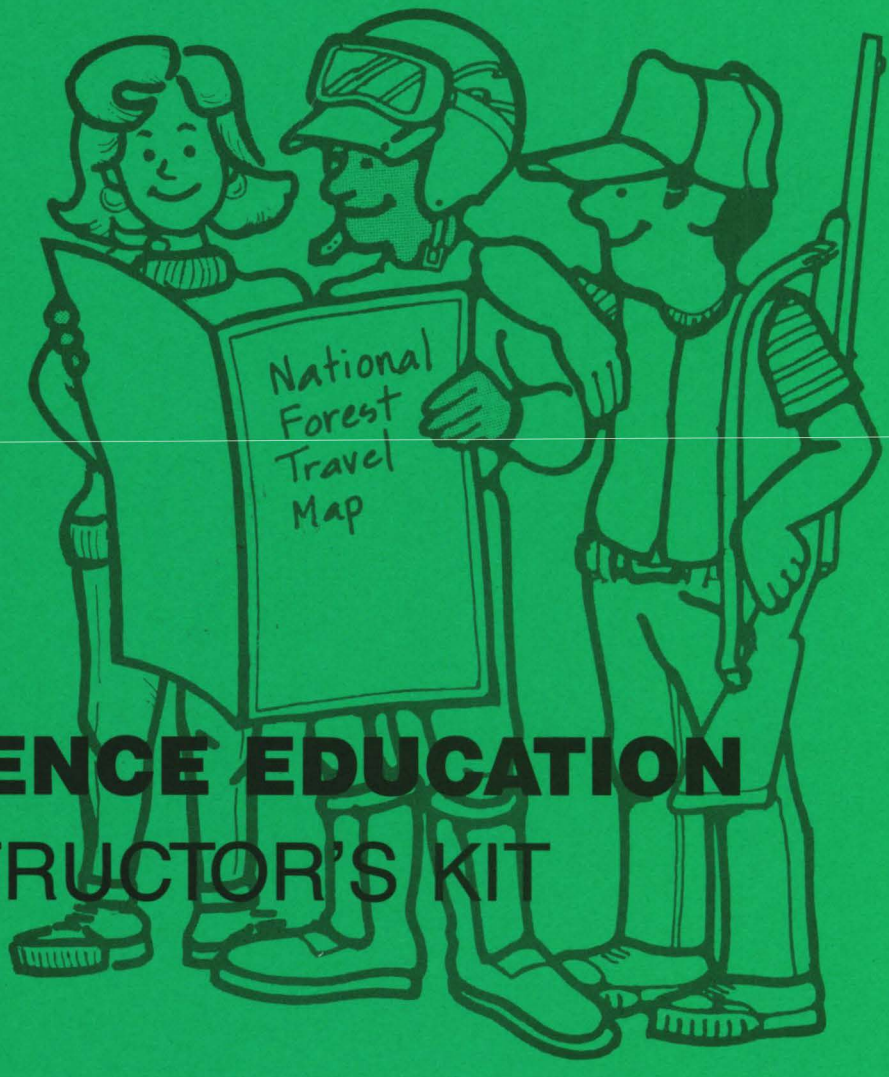
TREAD LIGHTLY!



SCIENCE EDUCATION

INSTRUCTOR'S KIT

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TREAD LIGHTLY!

A NOTE TO SCIENCE TEACHERS

As caretakers of the National Forests, the Forest Service is concerned that the motorized activities of some visitors are causing damage to forest lands. Off-highway vehicles (OHV's) have become very popular and can be a lot of fun. But, if used improperly or in the wrong place, they can damage land and resources and injure people. We are anxious to reach the young users before they develop careless OHV driving habits.

The "Nation at Risk" Report highlighted some significant trends in education over the past three decades. These included a decline in student literacy in science and mathematics despite a growing national need for skilled technicians and scientists. It also stated that students are increasingly unable to apply science principles to real world situations. It is critical that our young people develop a responsible land use ethic. As a science teacher, you can help!

The TREAD LIGHTLY Science Education Instructor's Kit was developed in cooperation with science specialists. A junior high school teacher designed the materials to mesh with the science standards and objectives of the lesson material for seventh and eighth grade classes. Because we have taken a holistic approach to this topic, you will see social studies and political science ties as well.

This material was designed to give junior high students a "real" problem dealing with mechanized forest travel and the resulting consequences on soil, vegetation, wildlife, watersheds and the various processes associated with their interaction.

Because of their interest in all-terrain vehicles (ATV's), dirt bikes, 4x4's and snowmobiles, we believe this material will interest students and address the need for informed and caring forest users.

With your help, we can begin to solve the problem of improper OHV use in the National Forests and on other public and private lands. And, we might create an interest in some students—including women and minorities—to enter science careers.

We hope you find the kit useful. We encourage you to share the materials with other teachers. Please let us know if you have any questions or need additional materials. We also welcome any comments or suggestions you might have. Thanks for your help!

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TABLE OF CONTENTS

Note to Science Teachers i

Materials List 1

Definitions 2

The Daredevil's Shortcut 3

Story Discussion Guide 7

Answers for Story Discussion Guide 8

Suggested Projects 9

Planning an OHV Trip 12

Planning an OHV Trip - Simulation Game - Instructor's Guide 13

Map - Green National Forest 14

Map Markings for Green National Forest 15

Travel Map Supplement 16

Travel Map Signs 17

Rules and Regulations 18

Tread Lightly Quiz 19

Answers for Tread Lightly Quiz 21

Tread Lightly Pledge 22

Outdoor Creed 23

Safety Certification/Information
Specialty Vehicle Institute of America (SVIA) 24

MATERIALS LIST

The materials listed below are included in this instructor's kit or can be obtained at your nearest Forest Service office. If not available locally, contact us at the address shown below. The order in which the materials are listed is the suggested order of use. Immediately following the name of each item is a brief discussion of how it might be used. Feel free to modify the use of these materials to suit your needs.

1. TREAD LIGHTLY VIDEO CASSETTE, SLIDE/TAPE OR FILMSTRIP (11 minutes) - show to the entire class as a group. (These are available on loan from any Forest Service office.)

2. STORY, "THE DAREDEVIL'S SHORTCUT" - have each student read the story or read it together as a class.

3. TREAD LIGHTLY BROCHURE - hand out to students after they finish reading the story.

4. STORY DISCUSSION GUIDE - discuss these questions as a group after everyone has read the story and looked at the TREAD LIGHTLY brochure.

5. SCIENCE PROJECT IDEAS - do as a class, in small groups, or individually.

6. PLAN AN OHV TRIP TO YOUR LOCAL FOREST - split the class up into groups of 4-6 and have each group plan its own OHV trip. The instructor can act as a facilitator and source of information.

7. TREAD LIGHTLY QUIZ - give this last to determine how well your students have learned the TREAD LIGHTLY concepts.

8. TREAD LIGHTLY PLEDGE - hand out to each student after the quiz is finished. Free wallet cards are available.

9. OTHER MATERIALS:

   a. FOREST TRAVEL MAP - put one map up on a bulletin board while studying this unit. The rest of the maps should be used for the "Planning an OHV Trip" exercise. Maps are available at the local Forest Service office.

   b. MAP OF NATIONAL FORESTS IN THE INTERMOUNTAIN REGION - put up on the wall during this unit.

10. SAFETY - safety certification and information:

    Specialty Vehicle Institute of America (SVIA)
    3151 Airway Avenue, Building P-1
    Costa Mesa, CA 92626
    Phone: (714) 241-9256

The materials in this booklet may be copied without permission. Please duplicate any pages you wish. For more information on TREAD LIGHTLY, contact:

Information Office
Intermountain Region
USDA Forest Service
324 25th Street
Ogden, UT 84401
Phone: (801) 625-5348

DEFINITIONS

OHV . . . A general term describing all motorized vehicles capable of off-highway travel during winter or summer. Includes 4x4's, ATV's, dirt bikes, and snowmobiles.

4x4 . . . A 4-wheel drive truck or other high clearance vehicle (such as a Jeep) designed for off-highway travel carrying two or more passengers.

ATV . . . A motorized all-terrain vehicle less than 50 inches wide, usually weighing less than 700 pounds, traveling on three or more low pressure tires.

DIRT BIKE . . . A 2-wheel motorcycle designed for off-highway travel. Often not equipped with safety features necessary to be licensed for highway use.

SNOWMOBILE . . . Any motorized vehicle designed to travel on snow using skis, tracks, belts, or runners.

TRAVEL MAP . . . A map which illustrates where recreation vehicles may travel on roads, trails, and areas managed by a Federal, state, or other government agency. Also illustrates which roads, trails, and areas are closed to vehicle travel seasonally or yearlong.

FOREST . . . An area composed mostly of trees and woody vegetation. Meadows, streams, lakes and rocky areas may all be components of a forest.

NATIONAL FOREST . . . Any of the 156 Federal forests and grasslands totaling 191 million acres which were set aside by Congress to provide a continuous flow of services and products for current and future generations. They are managed for the public by the Forest Service under a multiple use concept.

FOREST RANGERS . . . A term which loosely applies to Forest Service employees who serve the public and care for the land. This term should not be confused with a "District Ranger" who is manager of a Ranger District (unit of land).

WILDERNESS . . . Special areas of Federal land set aside by Congress. " . . . the earth and its community of life is untrammeled by mankind and people are visitors who do not remain." Motorized equipment and bicycles are not allowed.

PLANT SUCCESSION . . . A change in the kinds and numbers of plants growing in an area ("community"). Change slows as plant species enter the community that are well-suited to live in harmony ("equilibrium") with their environment.

SOIL EROSION . . . A physical process by which soil is weathered away and carried downhill by water or wind. Geologic erosion is a natural process that takes place without people's influence. Accelerated erosion occurs when people disturb the earth's surface.

ECOLOGY . . . The study of the relationship between plant and animal organisms (including people) and their environment. (Ecology, as a science, was founded by Ellan Swallow Richards, a leading woman scientist at the Massachusetts Institute of Technology during the early 19th century.)

A single track started by an OHV may end up as an unwanted road—scarring the landscape, causing soil erosion, and damaging wildlife habitat. (USDA Forest Service photos)

THE DAREDEVIL'S SHORTCUT

"Hey Amy. Wait Up!" David hollored at his cousin as she zoomed out of sight, utilizing all the horsepower of her new all-terrain vehicle. "She's not using her head," he thought, "to go so fast when she doesn't know the country. The trail up ahead is pretty steep. She's sure living up to her reputation as a daredevil." David leaned sharply to counterbalance his heavy machine as he went around a tree on the trail.

Far across the meadow, he caught a flash of Amy's red t-shirt as she drove into the forest. His eyes followed the clear track she had cut through the meadow and into the trees beyond. The tire tracks at the bottom of the wide ruts were slowly filling with muddy water. David shook his head. "Daredevil!" She was not on the trail and nowhere in sight, two rules he never broke when traveling in rough backcountry.

A scream and the sound of tree limbs cracking changed his anger to concern. "Amy!" he yelled. No answer. Frantically, he bounced up the rocky trail. He knew the path would get him there faster and more safely. He tried not to think about what might have happened . . . but, from the sound of the crash, he expected the worst.

Scanning the fallen trees and brush he saw nothing. Hesitantly, he eyed the rocky ledge to his left. If Amy had been going the same speed she was when she crossed the hill above the meadow, she would have gone over the ledge.

"Ohhh!" He heard her moans coming from below the ledge. He killed the engine and ran to the edge. A set of fresh tire tracks continued right off the steep embankment. David's heart was pounding as he reluctantly peered over the edge. About six feet below lay Amy, sprawled across the bush that had broken her fall. As he scrambled down, David spotted the shiny new ATV where it lay smashed about a hundred feet below.

"Don't move her!" a voice barked from above him. "Wait until I get down there to help." The forest ranger slid down the loose rock, landing next to them. The ranger looked amazingly like . . .

"Miss King!" David gasped, surprised to see the forest ranger was his seventh grade science teacher. She grinned at him, then quickly turned her attention to Amy. She asked questions as she gently probed Amy's ankle. Obviously relieved that nothing more was damaged, Miss King stood up.

"Ohhh, it feels so bad!" cried Amy. Her ankle was already beginning to swell. Miss King pulled her gently to her feet. She and David helped Amy hobble up the steep bank.

"David, is your family camped down at Buck Meadows?" Miss King asked.

"Yes, my parents and my aunt and uncle are fishing along the West Fork. Amy and I drove up here to see if we could spot the moose I've seen before. But then, I've never come up here with a 'daredevil' before," he exclaimed. He couldn't help it. He was mad at Amy for driving so wildly.

But as he watched her wince, he realized how lucky they were. It could have been worse. "What happened Amy?"

Miss King interrupted him. "We'll get the whole story in a minute, David. Right now I've got to know what campsite you're in so I can radio for help. If we can contact your folks, they can come for Amy. Is there a horse or another ATV in camp they could use?"

David shook his head, "I'm afraid not, I've got my family's ATV and Amy's dad's is . . ." His voice trailed off as he looked into the canyon below. "Besides, they're all out fishing. We were going to meet them back at the campsite for lunch."

"Well, it's not safe to double up on your ATV. And, Amy's had enough hurt for one day. I want to try one more idea, however, before the three of us start to hobble out." Then she walked up the trail and disappeared beyond a fallen tree.

David turned to his cousin. "I sure hope it's not broken, Amy. How does it feel now?" He put his hand on her shoulder.

"Oh David, I feel so stupid. I saw a deer in that meadow and wanted to see it up close. As I got closer, I saw there was a fawn lying by the deer. I must have scared them because they ran up the slope and into the forest. I was concentrating so hard on trying to catch up with them that I didn't watch where I was going. I swerved to miss a low branch and accidently gunned the engine. My ATV raced over the ledge and I jumped off. I guess I'm lucky I landed in that bush, huh?" She rubbed her ankle. "My whole leg is killing me, but nothing could hurt like the look my dad is going to give me when he finds out about his new ATV."

She looked up at her cousin. "I bet you think I'm a fool, don't you? Well, you're nice for not saying it." She shifted her weight then added, "How do you know the ranger?"

"She was my seventh grade science teacher. We did all sorts of neat stuff like studying plant cycles, dissecting beetles and things like that. She's an ecologist. I bet she knows everything there is about plants and animals." David had liked Miss King's class. She always made him think about things he hadn't thought of before.

Just then, Miss King came down the trail again carrying a green backpack and a shovel. "One thing I'll say for this spot," she said, "it sure offers great radio reception. I called my partner. He's getting a horse ready to haul you out. It'll take him about a half hour to get here. Have you ridden before, Amy?"

"Sure. I used to jump horses in my grandfather's hay field." David had heard of Amy's exploits from his granddad. He was the first one to use the word "daredevil" to describe his granddaughter.

"Well, until my partner gets here, we've got to cold-pack that ankle to control the swelling. Are you comfortable sitting here?" Amy nodded. She was fine.

"David, why don't you grab the water bottles out of my pack and I'll use this scarf as a towel." Miss King smiled at the dirt streaked girl as she and David followed the trail to locate some cold water. "Amy is lucky, you know. She could have gone down with the ATV."

The two walked to the little meadow. "I'm going to show you some of the clearest, coldest spring water there is, David." Her long stride left the young man behind, until she stopped short. He followed her eyes to the muddy tire tracks across the meadow. Amy had driven right through the little spring Miss King was looking for.

David could see Miss King's anger as she examined the ATV tracks. She knew who the culprit was, but didn't say a word. Instead, they walked to the middle of the meadow, filled the plastic bottles and returned to Amy. Even though he hadn't done anything wrong, David felt ashamed as they walked back.

Silently, Miss King doused the bandana with cold water as Amy rolled up her pant leg. The slightest pressure made her recoil with pain, but the relief from the cold water was wonderful. She held the scarf on her ankle and poured more on as the ranger directed.

"Miss King, David told me you were his teacher. And, you're a ranger too! That must be fun." Amy was trying to make conversation, but she could see a change in the ranger's expression.

"Look, Amy, I may as well tell you that I'm very unhappy with what I just saw. David knows how angry I am that you crossed that wet meadow with your ATV. Why did you leave the trail?"

"I was following a deer," Amy said, "and she had a fawn! It was so cute. It bounded over the logs and through the brush. I tried to follow, but I messed up on the gears and got too close to a limb. That's how I slid off the ledge. Talk about close calls!"

"And a close call for the fawn too!" said Miss King. "I'm amazed you've never heard about Treading Lightly in the forest. You really endangered yourself here today, and you endangered some other living things as well."

David smiled. He knew if anyone could reach the "daredevil," Miss King could.

"If you had gone about 100 yards more, you'd have been in the Wilderness. Do you know the rules about Wilderness and off-highway vehicles?"

"No. David told me to watch for the sign and be sure to stop there," she offered.

"Good for David," the ranger smiled. "There's a law that protects some areas from motorized vehicles, and Wilderness is one of the strictest closures. There are other areas that are closed, for various reasons, too. Some are closed to motorized vehicles only during certain times of the year, like winter when animals are weak and hungry due to a lack of food. A Forest Travel Map gives information on areas closed or open to OHV's. These maps are available at any Forest Service office, so please get one and look at it before you go out next time," urged Miss King.

"The Forest Service also closes certain roads and trails when they are too wet for travel. When they dry out, they are opened again. It costs $150 a mile, or more, to repair a road, so we try to save the taxpayers' money by protecting them." Carefully she dabbed Amy's ankle with cold water.

"Another place we forbid vehicle travel is in fragile or delicate areas that can't recover from such abuse. Amy, what you did in that meadow falls in this category. I am going to give you a warning ticket this time because I don't think you knew you were doing something wrong. And, I know you'll never do it again."

Amy looked dumbfounded. "What did I hurt in the meadow? I didn't mean to!"

"I followed your tracks when I went for water a few minutes ago. In the short time you were there, you damaged things that will take a long time to recover. You drove through a little spring surrounded by moss and a variety of other plants. Your tires tore up that spring and changed the flow of water needed to keep the meadow green and alive," answered the ranger.

"You also frightened that doe and her fawn for who knows how long, and destroyed plants and animals you may not even notice. Some changes you made to the meadow could delay the course of plant succession taking place there."

Amy ducked her head.

"I want you to learn these things because I know you'll grow to appreciate them as much as I do. Once you start looking, you'll find this is a very beautiful place. That's why the Forest Service has this trail system; to allow people to see the mountains, meadows, and streams without damaging them. If people could travel on vehicles anywhere and any time they pleased, the forest would be trampled." Miss King paused while David and Amy thought about her words.

"We tell hikers and people with horses to . . . LEAVE NO TRACE. But, improperly used vehicles can do even more damage than horses and hikers. You've seen the webs of motorcycle and OHV tracks above cities. David, remember the field trip our science class took last fall to measure the hillside erosion?" She turned to look at him.

David remembered the trip well. "We studied soil erosion and the potential for mudslides. I sure learned a lot."

"What's erosion?" asked Amy.

"It's the wearing away of soil by wind, water or friction. We saw places where all the plants were killed by OHV use causing the top soil to wash away. Did you know it may take 500 years to create an inch of topsoil in this climate? That's just one of the things I learned in my research project," answered David.

"Most of the tracks were made in the fall during hunting season. If the ground is wet, ruts are cut deep into the mountainside. Lots of OHV's cut those ruts deeper and then when it rains the water flows into those channels and erodes away the hillside," he added.

"Remember the mudslides last spring? Improper use was partly to blame for some of them. If the plants and topsoil had not been worn away, the hillsides would have been able to absorb more water. We tried to tell people that," David said, "but I guess nobody wanted to listen to a bunch of seventh grade scientists."

"Amy, I don't enjoy getting mad at someone, let alone someone hurting like you," the ranger said. "What you did here impacts the forest in a negative way. Multiply your mistake by every other OHV user who leaves the trail and we have a big problem. The Forest Service welcomes all users, including OHVers. But, if the drivers don't stay on the roads and trails and honor a few basic rules, we may have to exclude OHV travel on forest land in the future."

"I've got a little brochure in my pack called "TREAD LIGHTLY," Miss King said. "It's about the things I just told you and more. It tells you where to get a Forest Travel Map which shows the trails and roads open to OHV's. It also talks about how to preserve the land and how to be a responsible driver. You can have this one. Then, while your ankle is mending you can learn the right way to operate an OHV on forest land."

Amy thumbed through the pamphlet and looked at the warning ticket the ranger had promised she would receive.

Horses hooves clattered on the rocky trail, and a tan-shirted ranger rode into sight. "Al, over here," Miss King hollered. Al turned the tall bay horse toward them. Miss King said, "Amy and David, this is my partner, Al Summers."

"Hi Amy! I hear you had a little accident. Old Joe here will be glad to have another rider aboard on the way home," he said to her. "And David, I guess you'll be riding your ATV down, right?" David nodded in agreement.

"Susan," Al said, "why did you have me bring all this rope?"

"I remember seeing Old Joe pull logs once last fall and I thought he could help us pull Amy's wrecked ATV out of the ravine," Miss King said. "David, will you help us?"

"Sure. But, are you sure that horse can really help? Won't he spook?"

Al grinned and patted Old Joe's neck. "It's amazing what this old guy can do!" The two rangers discussed their plan. David and his former teacher carefully slid down the rocks to the ATV. They tied the rope around it then hollered for Al to start pulling. Slowly, the machine lurched up the side of the mountain. They both stayed clear of the vehicle in case it slipped out of the rope. When they got to the top and the ATV was on flat ground, Miss King yelled for Al to stop.

"What a horse!" David said, as he admiringly stroked the big animal's wet shoulder.

David and Miss King then tugged the damaged ATV behind a boulder to block it from view. David's and Amy's parents could retrieve it from there.

After she boosted Amy up behind Al, Miss King tucked her water bottles back into her pack and swung the pack onto her back. "Well, I guess you guys can make it from here," she said as she watched David steer his ATV onto the trail. "I've got a whole week of Wilderness rangering ahead of me, so I better get going. I'll see you in the fall, David. Take care, Amy, and don't forget about TREAD LIGHTLY."

The three watched the ranger head up the trail, then turned toward the campground.

(Adapted from a story by Margaret Pettis, Salt Lake City, Utah, January 1986)

STORY DISCUSSION GUIDE

The following are some suggested questions to use in discussing the story, "The Daredevil's Short-cut." Feel free to use some or all of them, and to add your own. If you have additional ideas or questions which work well, pass them along to us and we can add them to this list.

1. When you visit the forest, do you act more like David or Amy?

2. What are some reasons for closing an area to motor vehicles?

3. What are some different kinds of OHV's?

4. Why should OHV's stay on established trails or roads?

5. Name some things that were damaged by Amy's careless ride through the meadow. How could these problems have been avoided?

6. What are some other impacts OHV's might have on wildlife and plants? How could these impacts be reduced or avoided?

7. Why should OHV users obtain and look at a Forest Travel Map before they take OHV's on forest land?

8. If you were one of Amy's parents, what would you have said and done when she arrived in camp on the back of the ranger's horse?

9. How could Amy have prevented her accident? What can you do to make sure you have a safe trip when you are out on an ATV?

10. What kinds of problems can heavy OHV use cause on the foothills near houses, roads, and towns? How can these problems be avoided?

CAUSE AND EFFECT MATCHING ACTIVITY

CAUSE (Write on chalk board)	EFFECT (Read one at a time to students)
☐ Chasing elk and deer on ATV's.	a. Soil and debris washing into yards and streets.
☐ People practicing "TREAD LIGHTLY."	b. Back roads with deep ruts lasting through the year.
☐ Vegetation destroyed on hillsides.	c. Friendly, smiling hikers and backpackers.
☐ Vehicles driving on soft road beds.	d. Wildlife that runs at the first sight/sound of people.
☐ Trail riders who turn off their machines to let people pass.	e. Wet meadows becoming dryer despite normal rains.
☐ Streams silting from erosion or meadows drying.	f. Less flying insects and hence less insect-eating birds.
☐ Water channeled off by OHV ruts.	g. A more orderly, functioning environment.

ANSWERS FOR STORY DISCUSSION GUIDE

1. Answers will vary between individuals.

2. Here are just a few reasons:

   a. To protect wildlife and their habitat.
   b. To protect roads and trails from damage when they are wet.
   c. To protect young trees from damage by vehicles.
   d. To provide areas for non-motorized recreation.
   e. To protect soil and water from damage caused by erosion.
   f. To protect areas like meadows, steep hillsides and lakeshores which can be easily damaged by vehicle use.
   g. By law, Wilderness areas are not open to motor vehicle travel.

3. Motorcycles, four-wheel drive vehicles, 3- and 4-wheel ATV's, snowcats, snowmobiles.

4. To protect plants and soil. Riding off the roads or trails can crush and kill vegetation. When plants are worn off an area, erosion accelerates, soil is washed away, and streams may be filled with sediment. In addition, riding off the road or trail may disturb or displace wildlife and could destroy nests and burrows. Other recreationists may also be disturbed by this type of use.

5. A few of the things which were damaged by Amy's ride include plants, soil, water, the deer and her fawn which were displaced, and, of course, Amy and her ATV. All of these problems could have been reduced or avoided by staying on the trail and driving slowly and carefully.

6. Some other impacts OHV's might have on plants and wildlife include a loss of plant cover leading to erosion, running over wildlife nests and burrows, noise which might displace wildlife, and excessive erosion or mudslides. These problems can be reduced or avoided by staying on roads and trails open to OHV use, and by riding slowly and quietly past wildlife that you see.

7. From the map, people can find out which areas, roads and trails are open for use, discover why some are closed, and learn about any other rules or regulations.

8. Answers will vary by individual. There are many "right" answers.

9. a. By staying on the trail, driving slowly and making sure she could see what was coming up ahead.

   b. By doing the same things Amy should have done to avoid her accident, wearing protective clothing, riding with other people, and riding on trails which are suited to your abilities. It is also a good idea to carry a first aid kit in case there is an accident (you may not be lucky enough to have a ranger nearby).

10. a. Loss of vegetation, heavy erosion, mudslides, polluted streams and rivers.

    b. By staying on roads and trails, and by staying off steep hillsides.

CAUSE AND EFFECT MATCHING ACTIVITY (Answers)

d, g, a, b, c, f, e

SUGGESTED PROJECTS

Instructor's List

Off-highway vehicles can provide lots of fun and enjoyment but, if used improperly, they can also damage the natural resources of an area. Here are some suggested projects which your students could do to learn more about these problems and some biologic and earth science principles as well. Choose one project for everyone to investigate, or choose several and let your students pick one. For additional information or materials, have your students contact government agencies (like the Forest Service) or private organizations connected with OHV's.

1. During a class field trip (perhaps with a Forest Service employee), examine land which has obvious scars from OHV use and adjacent land which is unimpacted. As a class, investigate the area and list all evidence of change. Which changes are beneficial? Which are harmful? How could harmful changes be avoided? Include your observations in a report and write a management plan (solution) including recommendations that you would like the Forest Service to consider.

2. Make a videotape or slide show on the proper use of OHV's. Make a "commercial" showing the values and/or problems of one kind of machine.

3. Pretend your class is a group of people at a Forest Service meeting called to discuss the future of OHV use in an area. Assign a different role to each person, or group of students in your class. Display a map of the region which shows different closures in different colors or boundaries. In an organized fashion, present arguments for and against closing an area to OHV use. What are some of the factors which need to be considered? Here are some possible roles: a. a hunter; b. a backpacker; c. a forest ranger; d. a wildlife biologist; e. a dirt bike racer.

4. Prepare and illustrate your own guidebook for operating OHV's on public lands. Have a chapter on 4x4's, dirt bikes, snowmobiles, and ATV's.

5. Investigate the soil in and around a slope or other area used by OHV's, and one which has not been used. Compare the differences in soil between the two areas. Include in your study stability, density, percolation, moisture content, and temperature of the soil. Suggest ways that areas could be rehabilitated. Compile your studies in a report.

6. Talk to local OHV dealers and sales people to determine what problems they think exist on public lands and what information they give people who purchase OHV's. How do dealer perceptions of problems compare with those of local Forest Service and BLM resource managers?

7. What is plant succession? How long does it take? Investigate this natural process in your area. How could improper use impair succession? What is the impact of regular OHV traffic on above-ground plant systems (trampling, soil compaction, erosion)? How could these impacts be avoided?

8. Contact the Forest Service engineer at your local Forest Service office to find out how forest roads and trails are designed. What factors are considered in determining the design and location of a road or a trail? Study the Forest Travel Map. Find examples where you think wildlife, steep slopes, erosion or wet areas were considered in the design of the roads and trails shown on the map. Why should OHV users stay on these roads and trails?

9. Which National Forests in your state suffer the most OHV damage? During which portion of the year? Why do you think this occurs? Determine different ways that damage could be prevented in different parts of the state.

10. Government studies show that high intensity OHV sounds can affect the hearing sensitivity of some animals. In one noisy hour, for example, the desert iguana seems to suffer complete hearing loss for about seven days. Many other animals, like deer and elk, seem to be frightened by OHV noise and run from the sound (this can be a critical problem in the winter, because animals running from snowmobile sounds are burning up energy they may need to survive). Find additional studies on the effects of noise on wildlife. What are some ways this noise problem can be reduced or prevented? Confer with the school audiologist or speech and hearing therapist for ideas on noise damage.

11. Look at the photos and ads in various OHV magazines and clip examples of both proper and improper OHV operation or record some OHV commercials at home on your VCR and bring to school to study (i.e., 4x4's driving down the stream, etc.). For ads which show improper use, explain what was done wrong and the problems this improper use could create. In addition, discuss how the problems could be prevented.

12. Study the impacts of hikers (boots), horses (hooves), and OHV's (tires) on similar soils. Is there a difference? Make a chart or take photos to show the impacts. What units of measure might be used to compare the differences?

13. Design a poster that will help spread the word of TREAD LIGHTLY to all forest users. Or, make the message understandable to first graders, to college professors, to unsighted people.

14. Work with a local OHV dealer (or dealers) to develop an educational packet for purchasers of new OHV's. Or, make a cardboard exhibit or mobile.

15. Create a project of your own that shows the effect of OHV's on a variety of forest or desert ecosystems (marsh, sagebrush flat, wet meadow, steep hillside, deep forest, brush field, stream, lakeshore, etc.).

PLANNING AN OHV TRIP

PLANNING AN OHV TRIP

You and your friends have decided to take an all-day ATV trip on your 4-wheelers. You have heard a lot about Green National Forest so you've decided to go there. Unfortunately, all you know about the area is what you've heard from other people. In addition, several of your friends are beginning ATVers and don't know about Treading Lightly.

You plan to leave in three weeks and there are lots of things to do before then. As you prepare for your trip, here are a few things you should consider. (For this exercise, your instructor will act as a local Forest Service official. Any information or materials you need can be obtained from him or her.)

1. Where do you want to go? (Get a Forest Travel Map and determine which areas are open for ATV use. Also check to see if there are any special rules or regulations for ATV use.) Find a destination point and mark it on the map.

2. What are the road and trail conditions like to your destination during the time of year you want to go? If they are often wet and muddy or still snow covered, should you consider a better area to visit? (Feel free to choose a new destination point.)

3. How difficult are the roads and trails in the area you have chosen? (Remembering that you have some beginners in your party, you may want to consider an area with a mixture of easy and more challenging trails.)

4. Do you think there are wildlife species in the area that are especially sensitive to ATV's? If so, how can you reduce or avoid disturbing them? Would it be better to choose another area?

5. Does everyone in the group know and understand TREAD LIGHTLY principles? Maybe it would be a good idea for the whole group to review these principles together.

6. What rules should you, as a group, adopt to insure that your trip does little harm?

7. What should you do as a driver to insure that you have a safe trip?

8. Find out the laws for operating an ATV in your state. Do you need any special equipment or a license for the driver or vehicle? Do you need to be safety certified?

9. Try to schedule a shorter "warm-up" ride for the whole group to determine the riding abilities of each person and allow everyone to sharpen their skills.

After considering these factors, you have taken a major step toward a safe and enjoyable ATV trip, and toward protecting the natural area you want to enjoy. Have a great trip and TREAD LIGHTLY!!

PLANNING AN OHV TRIP

(A Simulation Game)
Instructor's Guide

The following is an exercise which will allow your students to apply some of the principles they have learned. They will be asked to plan an ATV trip. Though students will plan for ATV's, similar principles apply for all OHV's. So, we'll refer to "OHV's" in this guide.

Divide students into groups of about 4-6. You can act as the local Forest Service official. Students will come to you for information and materials. Forest Travel Maps can be obtained from the nearest Forest Service office, if they are not already in your kit.

If you have questions about National Forest Travel Maps, you may want to go over them with someone at your local Forest Service office, or have your students do so prior to this activity.

GAME SEQUENCE

1. **SET THE STAGE** (5 min.) Read the situation statement, divide students into groups and hand out the "PLANNING INFORMATION" sheet and map.

2. **PLANNING TIME** (30 min.) Have groups prepare their plans. You may want them to put their major points on flip charts or butcher paper to use during their presentations.

3. **PRESENTATIONS** (5 min. each - total 30 min.) Each group shows its plan using the planning information points as an outline.

4. **CRITIQUE** (15 min.) Go back over each presentation with the whole class. Which of the "trips" does the best job of meeting the spirit of TREAD LIGHTLY? Why? (Have class discuss and make suggestions.)

5. **APPLICATION** (10 min.) Take a look at an actual Travel Map for a local National Forest. Is it similar to the map for the Green National Forest? What is different? Which areas are open to OHV's?

6. **SUMMARY** (10 min.)

   a. What have you found out about planning an OHV trip?
   b. How can you apply what you've learned on your next trip?

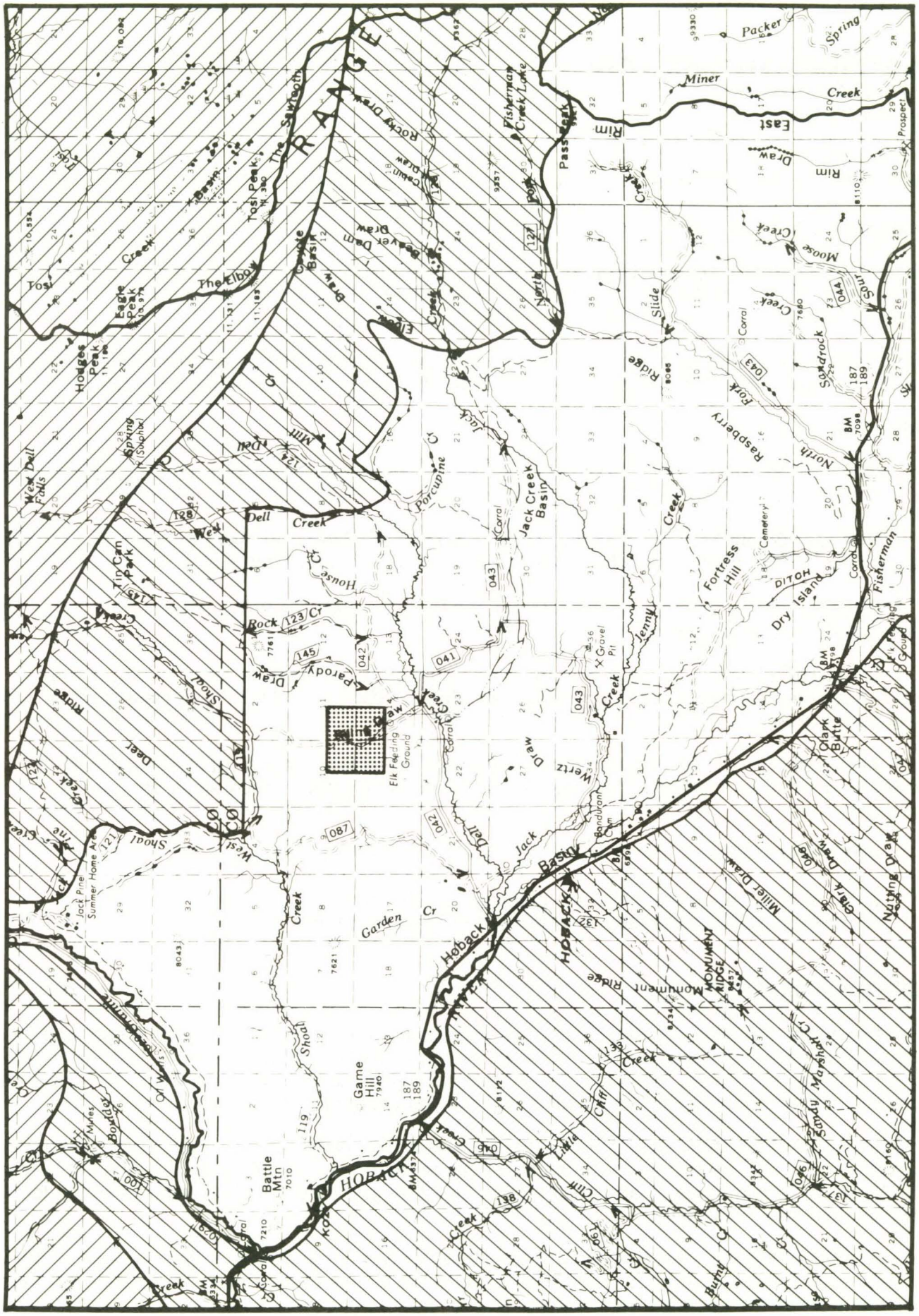
ADDITIONAL INFORMATION

1. **Road and Trail Conditions** - Roads and trails near Tin Can Park, Monument Ridge, and the upper ridges near Cliff Creek tend to be snow-covered or wet and muddy by early October and do not dry out until early June. In addition, the roads up to Jack Creek Basin and Clark Draw become extremely wet and muddy after heavy rains and may be temporarily closed until they dry out.

2. **Road and Trail Difficulty** - Most of the roads and trails which are open to OHV's are suitable for beginners to experts and will provide challenges for all riders. Two of the trails (Little Cliff Creek and West Dell Creek),however, are steep and rocky with sharp curves and are recommended for advanced dirt bike riders only.

3. **Sensitive Wildlife** - Bald eagles use the Hoback River corridor and OHVers (as well as other recreationists) are asked to avoid getting too close to the eagles or their nests. In addition, OHVers should stay away from animals with young.

GREEN NATIONAL FOREST


RANGE
Tosi Peak
The Sawtooth
Tosi
Eagle Peak
Houses Peak
The Elbow
Rocky Draw
Cowan Draw
Beaver Dam Draw
Cowan Basin
Fisherman Creek Lake
Pass Creek
Miner Creek
East Rim
Packer Spring
Moose Creek
Slide Ridge
Corral
Sourdrock
North Fork Raspberry
BM 7098
Fisherman
Dry Island
DITCH
Fortress Hill
Cemetery
Jack Creek Basin
Porcupine Cr
Dell Creek
West Dell Falls
Spring (Source)
Mill Draw
Tin Can Peak
House Cr
Rock Cr
Patrody Draw
Shoal Creek
Deer Ridge
Elk Feeding Ground
Gravel Pit
Jack Creek
Weltz Draw
Clark Butte
Bandtron
Jack Basin
Miller Draw
Nutting Draw
Garden Cr
Hoback
HOBACK
Monument Ridge
MONUMENT RIDGE
Supply Marsh
Game Hill 7940
Battle Mtn 7010
Myles Boxelder
Jack Pine Summer Home Area
West Shoal Creek
Burnt
Creek
Chin
Little
Corral
Gravel
Ground
Tank
Spring
Ditch
Cemetery
Fence
Trail
Road
Fence
Ridge
Basin
Draw
Creek
Cr
Rim
Fork
North
East
West
Dam
Mill
Slide
Corral
Gravel Pit
Bandtron

MAP MARKINGS FOR GREEN NATIONAL FOREST

Open to all vehicle use.

Open to motorized wheel vehicles on designated routes.
Open to snowmobiles operating on snow.
(To protect soil, vegetation, and wildlife.)

Closed to all winter use from December 1 through April 30.
(To protect big game wintering areas and feedgrounds.)

Closed to all motorized vehicle use year-long.
(To protect Wilderness.)

Remember:

1. BE AWARE! By state laws, most dirt bikes, ATV's, and unlicensed drivers are not allowed on roads designated for use by standard passenger cars. Refer to National Forest Travel Maps to determine which areas, trails, and roads are open to dirt bikes and ATV's.

2. Stay off wet roads and trails readily torn up by vehicle use.

3. Avoid driving off-trail on meadows, steep hillsides, streambanks, or lakeshores.

4. Make sure your ATV or dirt bike is equipped with an appropriate muffler.

5. Stay off foot and horse trails if your vehicle has 3 or 4 wheels.

6. Avoid chasing or disturbing wildlife.

7. Resist the urge to pioneer new trails or shortcuts.

TRAVEL MAP SUPPLEMENT

The Travel Map will illustrate and explain which roads, areas, and trails are open, closed, or restricted seasonally or yearlong.

OPEN MOST OF THE TIME:

• Main roads, unless wet and soft. These are excellent snowmobile routes if they are not plowed during winter. Remember, most of the damage done on forest roads and trails occurs during wet hunting seasons and in the wet spring.

• Unused logging and other high clearance roads when dry. These roads, when designated open, offer challenges sought by dirt bike, ATV, and 4x4 users. If snow-packed, watch for cross-country skiers.

• Trails outside Wildernesses. Some are open only to foot or horse traffic. Others are open to two-wheel dirt bikes, but not to 4x4's and three- or four-wheel ATV's.

• Gentle, open countryside. An occasional dirt bike, ATV, or 4x4 will cause little damage IF the ground is dry. If unwanted roads and trails develop, the area may be closed to all OHV's.

CLOSED PART TIME:

• Wildlife rearing areas. Specific areas may be closed in spring when disturbances can drive animals from important habitat.

• Wet, soft trails (outside Wildernesses) and roads. Sometimes routes will be closed during the spring thaw and fall snowstorms to prevent damage and costly repair. When dry, they are reopened.

• Wildlife winter habitat. Late in the season, food is scarce. OHV's disturb weakened animals, forcing them to use limited energy reserves to escape the intruders. Snowmobiles are particularly troublesome. To protect a healthy herd of game, stay away from wildlife winter habitat. Winter habitat is usually found in foothills and lowlands.

• Resource roads. Logging, mining, and oil drilling roads are often closed to the public when accidents could occur with heavy trucks. Some primitive roads, requiring high clearance vehicles, may be open to OHV's. Refer to your Travel Map.

CLOSED YEAR-ROUND:

• Wilderness. Law forbids motorized or other mechanical vehicles from entering Wildernesses. Foot or horseback travel affords a frontier experience.

• Meadows, new forests, steep hillsides, streambanks, and lakeshores. To protect delicate, fragile meadow plants and young trees, grasses and shrubs—and to prevent soil erosion, scars, and water pollution—these sensitive areas are always closed to OHV use.

• Roads and trails no longer open for use. Some steep trails have been replaced by better quality ones. Some old mining or logging operations have shut down and their roads have been closed. These are illustrated on the Travel Map or with signs. Main roads (those readily passable to low clearance sedans) are not open to ATV's or unlicensed dirt bikes.

• Habitat for endangered wildlife. An area may be closed to the public to prevent disturbance and help endangered or threatened species. OHV's disturb these unique creatures and hinder their survival.

BE AWARE! By state law, most dirt bikes, ATV's and their unlicensed operators, are not legal on roads designed for and used by low clearance sedans. Roadway signing and the Travel Map will identify roads, areas, and trails as open, closed, or restricted to travel.

SIGNS

The boundary of Travel Restricted Areas may be marked as shown below; also refer to Road, Trail and Area Restrictions:

Other signs you may encounter are:

SYMBOLS

TWO-WHEEL MOTOR VEHICLE

SEDAN

HIGH CLEARANCE VEHICLE 4x4 & PICKUP

ALL TERRAIN VEHICLE

SNOWMOBILE

Symbol with RED SLASH indicates activity not allowed. Symbol with YELLOW SLASH indicates activity not recommended.

BICYCLES

NATIONAL FOREST ROUTE MARKERS

Roads maintained for LOW clearance vehicles, such as sedans, trailers and motorhomes.

Roads suitable for HIGH clearance vehicles only.

TRAVEL MANAGEMENT POSTER

REFER TO MAP FOR SPECIFIC VEHICLE & ROUTE DESIGNATIONS!

RULES AND REGULATIONS

Federal regulations require the operator of an OHV to follow these rules when on National Forest land:

- Operate OHV's only on areas, roads, and trails designated open.

- Operator and vehicle must meet all applicable state vehicle/operator requirements unless exempted as shown on Travel Map.

- Vehicle must be equipped with appropriate manufacturer's muffler and spark arrester.

- Recreational riding within developed campgrounds is prohibited. OHV's may only be used to enter and leave campgrounds.

- It is prohibited to operate any vehicle in a manner which damages or unreasonably disturbs the land, wildlife, or vegetative resources.

- No person shall operate any vehicle carelessly or in a reckless manner endangering others.

(CFR Title 36, 261.12 & 261.13)

Like the Forest Service, the Bureau of Land Management (BLM) oversees much public land in the western states. Key BLM regulations on OHV use state:

- Operate OHV's only on areas, and trails designated open.

- No person shall operate an OHV on public lands in a manner causing or likely to cause undue damage to or disturbance of the soil, wildlife, wildlife habitat, improvements, cultural or vegetative resources.

- Operators must conform to designation orders for OHV's issued by BLM officers.

- It is prohibited to operate an off-highway vehicle in violation to state laws governing their use.

- No person shall operate any vehicle in a reckless manner endangering others.

- No person shall operate any vehicle while under the influence of alcohol, narcotics, or dangerous drugs.

(CFR Title 43, 8341.1)

State laws vary. Check with your state parks and recreation agency or motor vehicle bureau for current information.

PROTECT YOUR FUTURE OPPORTUNITIES—TREAD LIGHTLY!

TREAD LIGHTLY QUIZ

1. Name three activities for which people use off-highway vehicles (OHV's).

2. Name three ways in which improper OHV use can damage the environment. List ways in which these problems could be reduced or prevented.

3. What kind of impacts can OHV's have on wildlife? How can these impacts be avoided?

4. A deep tire track or rut could: (Circle all correct answers)
   a. Change the water relationships in a meadow
   b. Collect and channel the rainfall on a hillside and cause erosion
   c. Make a forest road bumpy all year
   d. Help the soil by aerating it

5. Which of the following forest areas are always closed to vehicles? (Circle all correct answers)
   a. Trails
   b. Wilderness
   c. Elk calving grounds
   d. Steep hillsides
   e. Lakeshores and streambanks

6. Which of the following forest areas are closed some of the time?
   a. Wet, soft roads
   b. Wildlife wintering areas
   c. Elk calving areas
   d. All of the above

7. Wildlife can be protected by road closures or travel restrictions. Which of the following situations might justify travel restrictions for the benefit of wildlife?
   a. Deer wintering in an area
   b. Elk security areas within an area that is heavily hunted
   c. Bald eagles nesting in an area
   d. Sandhill cranes rearing young in an area
   e. All of the above

8. Some of the reasons for closing a National Forest road to vehicle traffic are to: (Circle all correct answers)
   a. Protect animals wintering or raising young near the road
   b. Reduce erosion
   c. Prevent damage to wet, muddy roads
   d. Provide places for just foot and horse travel

9. T or F (circle one). Other things being equal, the steeper the slope, the more potential there is for soil erosion.

10. T or F. Generally, forest roads and trails are not as steep as the slopes on which they are located; hence, there is less potential for soil erosion.

11. T or F. All wildlife runs from the sight or sounds of people.

12. Why should you get a Travel Map before using your OHV in a National Forest?

13. The following information can be found on a National Forest Travel Map: (Circle all correct answers)

a. Areas open to OHV use
b. Motel and restaurants
c. Rules and regulations for OHV use
d. Areas closed to OHV use
e. Gas stations
f. Roads designated open or closed to OHV's

14. Fill in the blanks in the Tread Lightly pledge below.

T_____ only where motorized vehicles are permitted.

R_____ the rights of hikers, skiers, campers, and others to enjoy their activities undisturbed.

E_____ myself by obtaining Travel Maps and regulations from public agencies, complying with signs and barriers, and asking owners' permission to cross private property.

A_____ streams, lakeshores, meadows, muddy roads and trails, steep hillsides, and wildlife and livestock.

D_____ responsibly to protect the environment and preserve opportunities to enjoy my vehicle on wild lands.

15. In summary, what does TREAD LIGHTLY mean to you? (Brief sentence in your own words.)

ANSWERS FOR TREAD LIGHTLY QUIZ

1. For hunting, camping, fishing, search and rescue, trail riding, and for work (ranching, forestry, prospecting, etc.).

2. a. Some of the kinds of damage caused by improper OHV use includes erosion, loss of vegetation, disturbed wildlife, damage to roads and trails, stream sedimentation, and loss of water in meadows.

   b. These problems can be reduced or avoided by obtaining a Travel Map, riding only in areas open to OHV use, staying on trails or roads, and being considerate of wildlife you see along the way.

3. Improper OHV use can impact wildlife by pushing them out of important habitat areas (such as calving areas, migration routes, etc.), the noise can scare them and cause them to lose their hearing sensitivity, the OHV's may crush burrows and nests. Approaching animals during the winter can force them to run and burn up energy they may need to survive. These impacts can be reduced or avoided by following the suggestions listed under answer 2b above.

4. a, b, c

5. b, d, e

6. d

7. e

8. a, b, c, d

9. True

10. True

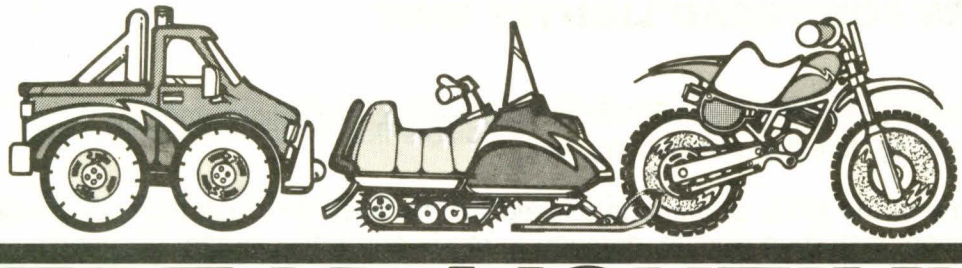
11. False

12. So you will know which areas, roads and trails are open for OHV use. The Travel Map also describes other rules, restrictions or special information.

13. a, c, d, f

14. **T**raveling, **R**especting, **E**ducating, **A**voiding, **D**riving

15. (Any of these ideas) It means to use an area, but to minimize or eliminate your impacts as much as possible. It means driving responsibly and safely. And, it means protecting the natural resources you enjoy so others can enjoy them too.



TREAD LIGHTLY!

To protect future opportunities for access, and to make friends, won't you take the pledge to TREAD LIGHTLY on our wild lands?

I PLEDGE TO TREAD LIGHTLY BY. . . .

T RAVELING ONLY WHERE MOTORIZED VEHICLES ARE PERMITTED.

R ESPECTING THE RIGHTS OF HIKERS, SKIERS, CAMPERS, AND OTHERS TO ENJOY THEIR ACTIVITIES UNDISTURBED.

E DUCATING MYSELF BY OBTAINING TRAVEL MAPS AND REGULATIONS FROM PUBLIC AGENCIES, COMPLYING WITH SIGNS AND BARRIERS, AND ASKING OWNERS' PERMISSION TO CROSS PRIVATE PROPERTY.

A VOIDING STREAMS, LAKESHORES, MEADOWS, MUDDY ROADS AND TRAILS, STEEP HILLSIDES, WILDLIFE, AND LIVESTOCK.

D RIVING RESPONSIBLY TO PROTECT THE ENVIRONMENT AND PRESERVE OPPORTUNITIES TO ENJOY MY VEHICLE ON WILD LANDS.

NOTE: Your local USDA-Forest Service office can get wallet-sized pledge cards for your students, or call (801) 625-5348.

OUTDOOR CREED

Nature bestows upon us peace and harmony. Live in accord with it . . . feel joy and thankfulness in your heart. Strive to avoid conflict with this generous gift as we are but short-term stewards, privileged to protect and preserve this magnificent earth.

Pollute not the air, for it gives us life . . . without it, we are naught.

Pollute not the rivers, the streams, the lakes. These waters are home to our fish and lifegiving to our flora, our fauna, and ourselves.

Litter not the wonder and splendor of forests, mountains, byways, and trails, meadows, woods, and deserts. Bury not nature's beauties and rich bounties beneath trash and debris. Leave no trace behind thee.

Take only the fish, the fowl, the game that you can use at one time so there will be more tomorrow. Wanton slaughter leaves less for the years to come.

All species belong in the Master Plan. Disturb not their homes nor their young so they may multiply and replenish their kind, and forever perpetuate in their rightful places.

Wildflowers, fragile plants and saplings live but a day if plucked, but will perpetuate forever if left untouched. Pluck and trample not the vegetation of the land.

Tread Lightly across the trails . . . through the Wilderness . . . and over the earth lest it be wounded and scarred forevermore.

Respect nature's laws so that your sons and daughters, your grandsons and granddaughters and those coming after them may live in nature's bosom of provisions and beauties.

Love and preserve the land and all thereon, for as you do, so shall you reap the rewards of nature's eternal offerings.

Carol Ann Jensen
Ogden, Utah

AN ATVENTURE IN SAFETY

Specialty Vehicle Institute of America

INTRODUCTION

The Specialty Vehicle Institute of America (SVIA) is taking a leadership role to implement a nationwide all-terrain vehicle (ATV) safety awareness and rider training program. The goal is to reduce accidents and injuries that result from improper operation of ATVs.

SVIA BACKGROUND

The SVIA is a national nonprofit trade association incorporated in February 1983. The primary purpose of the corporation is to foster and promote safe and responsible use of specialty vehicles manufactured and/or distributed in the United States of America. The founding members are American Honda Motor Company; Kawasaki Motors Corporation, U.S.A.; U.S. Suzuki Motor Corporation; and Yamaha Motor Corporation, U.S.A. Membership is open to all ATV manufacturers and distributors.

SVIA'S ATVENTURE IN SAFETY PUBLICATIONS

TIPS FOR THE ATV RIDER

The most popular safety booklet offered by SVIA, "TIPS" provides brief, easy-to-read segments on the various types of ATV's, choices of equipment, proper riding gear, controls and safe operational procedures under all conditions of terrain and weather. Tips contains the SVIA riding code and safety pledge. .20 each

ATV OFF-ROAD PRACTICE GUIDE

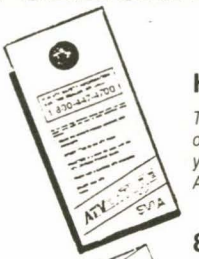
This is the most used publication by ATV enthusiasts since it illustrates and describes ATV riding exercises which can be practiced by ATV owners. Covered in detail are such important techniques as starting, stopping, turning, hill climbing, and traversing. The ORPG is designed to fit into pockets or purses. .20 each

ATVENTURE IN SAFETY FLYER

This 8½"x11" combination flyer/poster can be pinned up almost anywhere—bulletin boards, supermarkets, schools, etc. It promotes the ATV Rider's Course and contains SVIA's toll-free 800 number for SVIA training. free

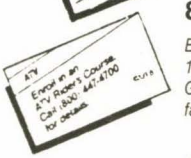
SHOW BROCHURE

Smaller than the other SVIA publications, the show brochure gives a brief background on the SVIA, its goals and objectives. Also included is a word on the need for helmets and other protective gear when operating an ATV as well as riding tips and the 800 number for calling to get SVIA rider training. Great for hand-outs at shows, fairs, mall displays, and safety conferences. free



HANG TAGS

The new hang tag is designed to be attached to ATV's on the showroom floor. It has pointers on how to enjoy your ATV safely. The code for ATVenturers is included. ATV dealers like them a lot! .05 each



800 NUMBER CARD

Business card size, the message is clear; call 1-800-447-7000 anywhere in the U.S. for SVIA training. Great to order in quantity for clubs, safety seminars, fairs, shows or just to give to friends and associates. free

PARENTS, YOUNGSTERS, AND ATV's

The newest SVIA publication, this 46-page booklet tells Mom and Dad the safe, proper way to teach the beginning ATV rider. Step-by-step lessons show how to determine the age and riding coordination of youngsters, pre and post operational obligations of parents, starting exercises and riding exercises. Diagrams and illustrations abound. .30 each

HOW TO FORM AN ATV CLUB

Fast becoming a popular booklet, "Clubs" shows ATV enthusiasts how to get a club started with any size group. The easy way to set up by-laws and elect officers is explained. The importance of ATV clubs as a voice for pro-ATV legislation is discussed. Suggestions for club activities are given. Finally, the booklet contains success stories about actual clubs already established. .50 each

AUDIO VISUAL PROGRAM

AN ATVENTURE IN SAFETY

13 minutes. Color. Explains the need for ATV safety, the ATV Rider's Course, proper riding equipment and shows basic riding techniques.

ATV LAND USE AND PLANNING

14 minutes. Color. Describes growth in use and popularity of ATV's, past and future statistical trends, land use and conservation.

Both programs presented on one videotape. VHS or Beta formats.
*$24.**

**Also available for loan to organizations; contact SVIA for arrangements.*

WHO TO CONTACT

For information on SVIA publications and ATV land use programs, contact the ATV Planning Department, 3151 Airway Avenue, Building P-1, Costa Mesa, California 92626, (714) 241-9256.

SVIA field representatives serve a number of states. Their addresses and phone numbers can be obtained from SVIA. Also, contact state parks and recreation departments for OHV safety courses and safety information.

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NOTES: